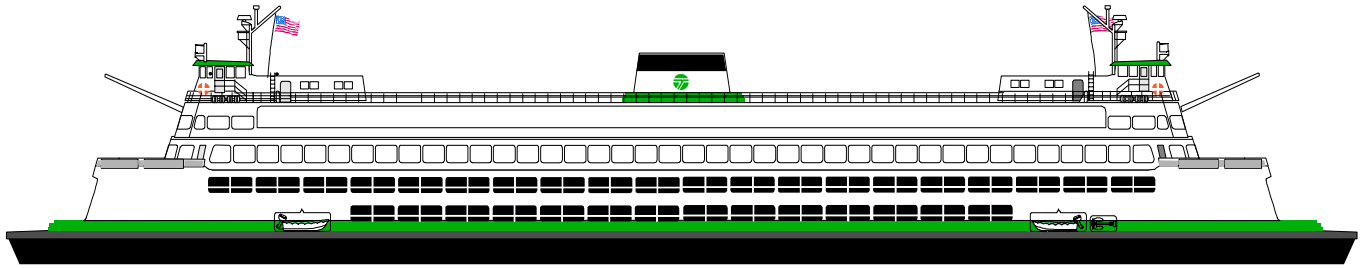


## **BID FORM**



**WASHINGTON STATE FERRIES**  
**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION**

**INVITATION FOR BIDS**

**M. V. ELWHA DRYDOCKING**

**CONTRACT NO. 00-6887**

**HSTS04-04-G-GPS653**

**BID FORM**

**BIDDER'S NAME** \_\_\_\_\_

**FEBRUARY 2005**

# WASHINGTON STATE FERRIES

## M. V. ELWHA DRYDOCKING

### CONTRACT NO. 00-6887

#### **BID FORM**

\_\_\_\_\_ ("Bidder"), organized under the laws of the State of \_\_\_\_\_, hereby submits to Washington State Ferries (WSF) this bid for the above referenced project. The Bidder warrants and certifies that it has: inspected the Vessel; and read and understands the following Invitation For Bids (IFB) Package, including all Addenda thereto:

#### VOLUME I. BIDDER INFORMATION, SPECIFICATIONS AND SAMPLE FORMS

The Bidder further warrants and certifies that it has read and understands the IFB documents, the scope of the Contract work and the method of payment. The Bidder understands that all capitalized terms used but not defined herein have the meaning provided in the IFB.

Based upon the foregoing, the Bidder offers:

- A. To obtain (unless already a licensed Washington State business) a Certificate of Authority to Transact Business from the Washington Secretary of State's Office prior to signing the Contract;
- B. To abide by all Bidder warranties, undertakings and representations in the prequalification information, instruments or documents submitted to WSF and which are incorporated herein by reference to the extent relied upon by WSF;
- C. To execute the Contract and fulfill its requirements without alterations thereto; and
- D. To perform and complete the Contract work in accordance with the Contract documents within the specified work period;

all for the following prices:

Prices for all Items, all extensions, and the total amount of the bid shall be shown. All entries must be typed or made in ink.

ITEM NO.	ESTIMATED QUANTITY	ITEMS	AMOUNT	
			\$ DOLLARS	CTS
1.	LUMP SUM	DRYDOCK VESSEL		
2.	LUMP SUM	TEMPORARY SERVICE		
3.	LUMP SUM	SEA CHEST ANDODES INSPECTION		
4.	LUMP SUM	SEA VALVE INSPECTION		
5.	LUMP SUM	RUDDER INSPECTION, NO.1 AND NO.2 ENDS		
6.	LUMP SUM	PROPELLER INSPECTION , NO.1 AND NO.2 ENDS		
7.	LUMP SUM	OUTER WAUKESHA SEAL REPLACEMENT, NO.1 AND NO.2 ENDS		
8.	LUMP SUM	VOID TANK INSPECTION		
9.	LUMP SUM	FRESH WATER WASH		
10.	LUMP SUM	PREPARATION OF VESSEL HULL		
11.	LUMP SUM	BLASTING OF THE HULL		
12.	LUMP SUM	ANODE AREA CAPASTIC REPAIR		
13.	LUMP SUM	PAINTING OF VESSEL HULL, ANTI-CORROSION COATING		
14.	LUMP SUM	PAINTING OF VESSEL HULL, BELOW WATERLINE, ANTI-FOULING (SPOT COAT)		
15.	LUMP SUM	PAINTING OF VESSEL HULL, BELOW WATERLINE, ANTI-FOULING (FULL COAT)		

ITEM NO.	ESTIMATED QUANTITY	ITEMS	AMOUNT	
			\$ DOLLARS	CTS
16.	LUMP SUM	DRAFT AND HULL MARKINGS		
17.	LUMP SUM	PAINTING OF VESSEL HULL, ABOVE THE WATERLINE		
18.	LUMP SUM	PAINTING OF VESSEL GUARD		
19.	LUMP SUM	VACANT		
20.	LUMP SUM	SEWAGE TANKS PRESERVATION		
21.	LUMP SUM	PREPARATION AND PAINTING OF SEWAGE TANKS		
22.	LUMP SUM	PILOT HOUSE SECURITY INSTALLATION		
23.	LUMP SUM	MARINE EVACUATION SYSTEM (MES) FLOAT FREE MODIFICATIONS		
24.	LUMP SUM	PREPARATION AND ANTI-CORROSIVE COATING OF PAINTED WSF GREEN ABOVE THE VEHICLE DECK		
25.	LUMP SUM	PAINTING OF WSF GREEN ABOVE THE VEHICLE DECK		
26.	LUMP SUM	NO. 1 AND NO. 2 OIL BILGE TANKS, CLEAN AND INSPECT		
27.	LUMP SUM	NO. 1 AND NO. 2 OIL BILGE TANKS, PAINT PRESERVATION		
28.	LUMP SUM	SATELLITE COMPASS INSTALLATION		
29.	LUMP SUM	RADAR PLATFORMS MODIFICATIONS, NO. 1 AND NO. 2 PILOTHOUSES		

ITEM NO.	ESTIMATED QUANTITY	ITEMS	AMOUNT	
			\$ DOLLARS	CTS
30.	LUMP SUM	REPLACE NO.1 AND NO.2 INBOARD SHAFT SEAL ELEMENTS		
31.	LUMP SUM	NO.1 END PROPELLERS REPAIR		
32.	LUMP SUM	NON-SKID PAINTING, PREPARATION AND SPOT COAT		
33.	LUMP SUM	PREPARATION AND ANTI-CORROSIVE COATING OF PAINTED BLACK SURFACES ON AMIDSHIPS EXHAUST STACKS		
34.	LUMP SUM	TOP COAT PAINTING OF THE BLACK ON AMIDSHIP EXHAUST STACKS		
35.	LUMP SUM	NO.1 ENGINE ROOM TREATMENT TANK REPAIR		
36.	LUMP SUM	CLEANING OF ALL SEA CHEST VENT LINES		
37.	LUMP SUM	WELD REPAIR OF BROKEN CABLE HANGER IN NO.2 ENGINE ROOM		
38.	LUMP SUM	YARD ASSISTANCE FOR REPLACEMENT OF TURBO CHARGERS		
39.	LUMP SUM	ADJUSTMENT OF NO.1 AND NO.2 END STAIRWAY COAMING		
40.	LUMP SUM	PRESSURE WASH PAINTED GREEN SURFACES ABOVE THE VEHICLE DECK AND EXHAUST STACKS		
		TOTAL BID PRICE	\$	

Unit Prices: The undersigned agrees that the following unit prices will prevail in connection with the following indefinite work if ordered and performed. Unit prices shall include all support, services, staging, labor, material, removal and replacement of normally experienced minor interferences to complete only that Item. Include only the drydock costs that are in excess of the base contract. The WSF reserves the right to have any of the work in the unit price Items performed on a time and material basis in lieu of the quoted price.

ITEM	UNIT	DESCRIPTION	UNIT PRICE
(a)	DAY	Billing rate per drydock lay day.	
(b)	EACH	Remove one (1) propeller. Transport spare from Seattle area warehouse and install on the Vessel. Taper fit and nut hardening to be witnessed by USCG and WSF Inspectors. Fit taper to not less than 80% contact involving 2 fit-ups for check of fit before final installation. Transport the removed propeller to repair site in Seattle area and to Seattle warehouse after repair. Repairs will be subject of a change order.	
(c)	JOB	Remove rudder blade and re-install upon inspection or repairs.	
(d)	JOB	Draw tailshaft for inspection. Tailshaft draws inboard and requires the removal of two (2) sections of intermediate shafting. This includes new shipyard-provided press fit coupling bolts and the required fitting and matching (36 total) of coupling bolts. Reinstall all shafting and equipment.	
(e)	JOB	Remove tail shaft from Vessel and install WSF-supplied spare. This includes cutting and installing access in deck, transportation of spare shaft from WSF storage facility in Seattle area to Vessel. (Assume b is removed.)	
(f)	JOB	Remove and replace the inboard stern tube bearing with WSF spare. (Assume Items b and d are removed.)	
(g)	JOB	Remove and replace the outboard stern tube bearing with WSF spare. (Assume Items b, d and h are removed.)	
(h)	JOB	Remove outboard Waukesha seal and install WSF-supplied spare. (Assume Item b is removed.)	
(i)	JOB	Remove inboard Waukesha seal and install WSF-supplied spare. (Assume Items b and d are removed.)	

ITEM	UNIT	DESCRIPTION	UNIT PRICE
(j)	JOB	Remove rudder assembly. Remove yoke from stock, stock from rudder, and set aside for inspection. Reinstall after inspection or repairs. (Assume Item c is removed.)	
(k)	JOB	Remove existing bushing and install (shipyard-supplied) new bushing for rudder pintle bearing. (Assume Item c is removed.)	
(l)	JOB	Remove existing bushing and install (shipyard-supplied) new bushing for rudder lower stock bearing. (Assume Items c and j are removed.)	
(m)	JOB	Remove and install new bushing for rudder upper stock bearing and renew carrier plates. (Assume Items c and j are removed.)	
(n)	HOURL	Rate for conducting ultrasonic gauge readings of hull and deck plate, and provide written report.	
(o)	EACH	Installed price per pound for hull shell plate.	
(p)	EACH	Installed price per pound for deck plate renewal.	
(q)	EACH	Installed price per pound for steel renewal other than hull shell and deck plate.	
(r)	JOB	<b>Below the waterline:</b> Sand sweep entire hull to remove antifouling paint down to tightly adhered anticorrosive paint. Coat entire hull with one (1) coat of INTERNATIONAL Intertuf 262 series, to obtain 5 mils DFT and two (2) coats of INTERNATIONAL Interspeed Antifouling; first coat to be applied at 5 mils DFT, second coat to be applied at 5 mils DFT, for a total of 10 mils DFT. Coats to be of contrasting colors with final coat of BRA to be black.	



ITEM	UNIT	DESCRIPTION	UNIT PRICE
(s)	JOB	<b>Below the waterline:</b> Sand blast entire hull to a SSPC No. 6, commercial blast clean surface. Coat entire hull with one (1) coat of INTERNATIONAL Intertuf 262 series at 5 mils DFT. One (1) coat of INTERNATIONAL Intertuf 262 series at 5 mils DFT, for a total of (10) mils DFT. One (1) coat of INTERNATIONAL INTERVIRON BRA 640 at 5 mils DFT and one (1) coat of INTERNATIONAL INTERVIRON BRA 640 at 5 mils DFT, for a total of 10 mils DFT. Coats to be of contrasting colors with final coat of BRA to be black.	
(t)	JOB	<b>Above the waterline:</b> Price per 100 square feet to blast metal surfaces to SSPC No. 6, Commercial Blast Cleaning; apply two (2) coats of INTERNATIONAL Intertuf 262 series at 5 mils DFT each, for a total of 10 mils; apply one (1) coat of INTERNATIONAL Intercare 755 at 2 mils DFT. Successive paint coats shall be contrasting colors as designated by the WSF Inspector.	
(u)	JOB	<b>Exterior of Vessel:</b> Price per 100 square feet to power wash, spot blast rust areas to SSPC No. 6, Commercial Blast Cleaning, and paint blasted areas with two (2) coats of INTERNATIONAL Intertuf 262 series at 5 mils DFT each coat and one (1) coat of INTERNATIONAL Intercare 755 to 2 mils DFT of proper color.	

## **TIME AND MATERIAL WORK**

Any work that is ordered by WSF to be accomplished on a "Time and Material" basis shall be accounted for and charged based on the following:

### **CONTRACTOR LABOR**

The Contractor shall determine the labor rate in accordance with the WSDOT 2004 Standard Specifications for Road, Bridge and Municipal Construction ("Standard Specifications"), Division 1, Section 1-09.6. The labor rate shall be all inclusive and shall include General Supervision.

Straight Time Labor Billing Rate: \$\_\_\_\_\_ per hour

Overtime Labor Billing Rate: \$\_\_\_\_\_ per hour

Double Time Labor Billing Rate: \$\_\_\_\_\_ per hour

### **CONTRACTOR MATERIALS AND EQUIPMENT**

Payment for material and equipment for Time and Material Work will be made in accordance with the WSDOT 2004 Standard Specifications, Division 1, Section 1-09.6, paragraphs 2 and 3, which includes a mark-up of 21% over direct cost.

### **SUBCONTRACTOR LABOR AND MATERIAL**

Payment for subcontractor work on Time and Material Work will be made per WSDOT 2004 Standard Specifications, Division 1, Section 1-09.6, paragraph 6.

A report of labor hours and material expended, by work Item and craft, shall be provided daily to the WSF Inspector. The WSF Inspector's approval of time and material expended shall constitute the total amount WSF will consider for payment for the Item.

**(The Bidder is required to complete all blanks.)**

All requirements of the IFB documents have been satisfied, including, but not limited to, statutory and regulatory requirements. All Certificates attached to this Bid Form are filled out and signed, as may be required thereon, or are otherwise acknowledged by the undersigned.

The undersigned hereby designates \_\_\_\_\_ as the contact person to whom Notice of Award may be mailed, facsimiled or delivered.

Bid Security in the amount of five percent (5%) of the Total Bid Price, as shown on this Bid Form is either:

- ☐ enclosed as cash, a certified check, cashier's check or Bid Bond  
(checks payable to Washington State Ferries); OR  
☐ on file as an approved Annual Bid Bond.

Receipt of IFB Addenda Nos. 1 through \_\_\_\_\_ is acknowledged.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 2005.

BIDDER: \_\_\_\_\_

AUTHORIZED SIGNATURE: \_\_\_\_\_

TITLE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

FAX: \_\_\_\_\_

If the Bidder is a Partnership or Joint Venture, indicate such status below:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_